

## Message Text

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ORIGIN EB-07

INFO OCT-01 EUR-12 ISO-00 IO-11 FAA-00 DOTE-00 CAB-05

CIAE-00 COME-00 DODE-00 INR-07 NSAE-00 L-03 /046 R

DRAFTED BY EB/OA/AVP:JSGRAVATT:GL

APPROVED BY EB/OA/AVP:AJWHITE

IO/TRC-JWALKER

FAA-LFWOOD

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R 260406Z FEB 76

FM SECSTATE WASHDC

TO AMCONSUL MONTREAL

UNCLAS STATE 046161

E.O. 11652: N/A

TAGS: EAIR, ICAO

SUBJECT: AMENDMENTS TO ANNEXES 6 AND 8 CONCERNING THRESHOLD WHEEL CLEARANCE ON ILS APPROACHES

FOR US REP ICAO

FAA HAS REVIEWED AIR NAVIGATION WORKING PAPER 4512 AND HAS FOLLOWING RECOMMENDATIONS:

1. FOR ANNEX6, PART I WE SUGGEST THE FOLLOWING TEXT FOR A NEW PARAGRAPH 4.2.6.4 IN CHAPTER 4-FLIGHT OPERATIONS, IN LIEU OF THE TEXT SUGGESTED IN APPENDIX C OF WP/4512:

"GUIDANCE PROVIDED BY AN ILS INSTALLATION AND AIRBORNE ILS INSTRUMENTS AND EQUIPMENT SHOULD ENABLE AN AEROPLANE TO CROSS THE THRESHOLD WITH A NOMINAL WHEEL CLEARANCE OF AT LEAST 6.1 M (20 FT.) IN THE LANDING CONFIGURATION AND ATTITUDE ALONG A GLIDE PATH MEETING THE 50 FOOT PLUS 10 - 3 THRESHOLD CROSSING HEIGHT. WHEN ALL TOLERANCES ARE CONSIDERED IN THE MOST ADVERSE COMBINATION, THE AIR-

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CRAFT SHALL NOT BE PLACED IN A POSITION WHERE THE WHEELS

CROSS LESS THAN 10 FEET OVER THE THRESHOLD. WHEN THIS  
CONDITION CANNOT BE ACHIEVED THE OPERATOR SHALL ADJUST

THE OPERATING MINIMA AS NECESSARY.

NOTE: ANALYSIS OF TOLERANCES MUST CONSIDER METEOROLOGICAL  
EFFECTS AND INCLUDE REASONABLE VALUES OF WIND SHEAR  
IN ADDITION TO VARIATIONS IN SPEED AND ELECTRONIC  
PARAMETERS."

2. FOR ANNEX 8 WE PREFER THE TEXT OF ALTERNATIVE B IN  
PARAGRAPH 2 OF APPENDIX C, WP/4512 TO THAT OF  
ALTERNATIVE A. ALTERNATIVE B IS MORE CONSISTENT WITH  
ICAO'S POLICY OF EXPRESSING ANNEX 8 TECHNICAL STANDARDS  
AS BROAD SPECIFICATIONS, STATING OBJECTIVES RATHER THAN  
CITING SPECIFIC NUMERICAL VALUES. KISSINGER

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